

Mr. Speaker, I strongly believe it is in the national interest for the federal government to assist local communities to identify ways to protect the mountain backdrop in this part of Colorado. The backdrop beckoned settlers westward and presented an imposing impediment to their forward progress that suggested similar challenges ahead. This first exposure to the harshness and humbling majesty of the Rocky Mountain West helped define a region. The pioneers' independent spirit and respect for nature still lives with us to this day. We need to work to preserve it by protecting the mountain backdrop as a cultural and natural heritage for ourselves and generations to come. God may forgive us for our failure to do so, but our children won't.

For the information of our colleagues, I am attaching a fact sheet about this bill.

**COLORADO NORTHERN FRONT RANGE
MOUNTAIN BACKDROP PROTECTION STUDY ACT**

Generally: The bill would help local communities preserve the Front Range Mountain Backdrop in the northern sections of the Denver-metro area in a region generally west of the Rocky Flats Environmental Technology site.

Front Range Mountain Backdrop: The backdrop consists of the mountainous foothills, the Continental Divide and the peaks in between that create the striking visual backdrop of the Denver-metro area and throughout Colorado. Development in the Denver-metro area is encroaching in the Front Range backdrop area, and thus adversely affecting the esthetic, wildlife, open space and recreational qualities of this geographic feature. Now is the time to shape the future of this part of the Front Range. There is a real but fleeting opportunity to protect both protect Rocky Flats—a "crown jewel" of open space and wildlife habitat—and to assist local communities to protect the scenic, wildlife, and other values of the mountain backdrop.

WHAT THE BILL DOES:

Study and Report: The bill requires the Forest Service to study the ownership patterns of the lands comprising the Front Range Mountain Backdrop in a region generally west of Rocky Flats, identify areas that are open and may be at risk of development, and recommend to Congress how these lands might be protected and how the federal government could help local communities and residents to achieve that goal.

Lands Covered: The bill identifies the lands in southern Boulder, northern Jefferson and eastern Gilpin Counties in the Second Congressional District; specifically, an area west of Rocky Flats and west of Highway 93, south of Boulder Canyon, east of the Peak-to-Peak Highway, and north of the Golden Gate Canyon State Park road.

WHAT THE BILL WOULD NOT DO:

Affect Local Planning: The bill is designed to complement existing local efforts to preserve open lands in this region west of Rocky Flats. It will not take the place of—nor disrupt—these existing local efforts.

Affect Private Property Rights: The bill merely authorizes a study. It will not affect any existing private property rights.

Affect the Cleanup of Rocky Flats: The bill would not affect the ongoing cleanup and closure of Rocky Flats nor detract from funding for that effort, and will not affect existing efforts to preserve the options for wildlife and open space protection of Rocky Flats itself.

HONORING THE 100TH ANNIVERSARY OF BOILERMAKERS LOCAL 363

HON. JERRY F. COSTELLO

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 12, 2003

Mr. COSTELLO. Mr. Speaker, I rise today to ask my colleagues to join me in recognizing the 100th Anniversary of Boilermakers Local 363.

The International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers was born on September 1, 1893. On that day, at a meeting in Chicago, representatives from the International Brotherhood of Boiler Makers and Iron Ship Builders, which had been organized on October 1, 1880, and the National Brotherhood of Boiler Makers, which had been formed in Atlanta in May of 1888, resolved to consolidate their organizations. It was further agreed that the new organization, to be known as the Brotherhood of Boiler Makers and Iron Ship Builders of America, would make its Headquarters in Kansas City, Kansas. Two and a half years later, on June 9, 1896, the Brotherhood affiliated with the American Federation of Labor.

In subsequent years, the Brotherhood continued to grow, and in 1902, the Helpers division was formed. Because helpers were barred from sitting in the lodge room with mechanics, this new division had its own local unions and was entirely separate from the Boiler Makers. This would change a decade later when the Helpers Division would be consolidated with the Mechanics Division.

In March 1906, at a special Convention in Kansas City, the name of the Union was changed to the International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America in order to incorporate the newest division. Also at this time, the term "Boiler Makers" was condensed into one word, "Boilermakers."

The Boilermakers affiliated with the National Building Trades Department of the American Federation of Labor in February 1931. At the turn of the century, total membership stood at about 8,500, but by 1944, due in part to dramatic increases in the shipbuilding, railroad, and fabrication shop industries during World War II, the Boilermakers numbered over 350,000. In 1954, the Boilermakers merged their organization with the International Brotherhood of Blacksmiths, Drop Forgers and Helpers. The International Brotherhood of Blacksmiths had been organized in 1889 and added Helpers to both their membership and their name in 1901. A 1919 merger with the Brotherhood of Drop Forgers created the Union that, on June 29, 1953, merged with the Boilermakers to create the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers. A year later, a new International seal was adopted to include all crafts.

On October 1, 1954, the Boilermaker National Health and Welfare Fund was established, on November 9, 1959, the Boilermakers National Joint Apprenticeship Fund began, and the Boilermaker-Blacksmith National Pension Trust became effective October 1, 1960. Delegates to the 1977 Convention voted to establish a Construction Division at International Headquarters for the purpose of

serving those members with employment in, or related to, the construction industry.

On March 15, 1984, the delegates to the Special Merger Convention of the United Cement, Lime, Gypsum and Allied Workers International Union voted to merge with the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers. The merger of the CLGAW, formed in 1936, and its ten thousand members who dominate the building products and supplies industry, and the Boilermakers forged an organization with a greater ability to provide services to its members.

On October 1, 1994, a merger was consummated with the Stove, Furnace and Allied Appliance Workers International Union—a skilled trade union that was organized in 1891. The Stove Workers, with 5,800 members, became a Division of the International Brotherhood known as the Stove, Furnace, Energy and Allied Appliance Workers Division. The word energy was inserted to give special recognition to the coal miners within that Division. The Division had its members employed primarily in the manufacturing of stoves and various types of appliances.

During the same period, merger talks were also being carried out with an independent union known as the Western Energy Workers. This one-local union, formed in 1978 with members employed in the coal strip pits, signed a merger agreement with the Boilermakers effective December 1, 1994.

In October 1996, a merger agreement was made with the Metal Polishers, Buffers, Platers and Allied Workers International Union. This union was also an old line, skill trade union that was organized in 1892. This merger brought 4,000 new members to the Brotherhood. These members are employed primarily in plating and polishing shops within the United States and Canada.

Mr. Speaker, I ask my colleagues to join me in honoring the past, present and future members of the Boilermakers International Union, Local 363 on the occasion of their 100th Anniversary.

**TRANSPORTATION COMMITTEE
PROCEDURES FOR TEA 21 REAUTHORIZATION**

HON. THOMAS E. PETRI

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 12, 2003

Mr. PETRI. Mr. Speaker, on behalf of Representative BILL LIPINSKI, the Ranking Democratic Member of the Subcommittee on Highways, Transit and Pipelines, Representative DON YOUNG, the Chairman of the Transportation and Infrastructure Committee, and Representative JIM OBERSTAR, the Committee's Ranking Democratic Member, I would like to outline the Subcommittee's procedure for identifying items of concern to Members as we take up the reauthorization of the Transportation Equity Act for the 21st Century (TEA 21). This legislation authorized \$218 billion for our Nation's highway, transit, motor carrier, highway safety and research programs for 6 years and is due to expire on September 30, 2003.